

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5274

庚子年九月廿三日光

THURSDAY, OCTOBER 4, 1906.

四月四日

第四十英港香

50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000 \$20,250,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROP'TORS:\$10,000,000

COURT OF DIRECTORS:
A. HAUPF, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.
H. G. Goss, Esq.
Hon. Mr. W. J. Gresson
C. R. Lenaman, Esq.
D. M. Nisim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of a per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent per Annum.
For 6 months, 3 1/2 per Cent per Annum.
For 12 months, 4 per Cent per Annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent per annum.

Deposits may transfer at their option.

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DUTCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$100,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsimshau Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank Berlin.

Si. Bleichroeder Berlin.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Waranchew & Co.

Mendelsohn & Co.

M. A. von Rothchild & Soehne Frankfurt.

Jacob S. H. Stern A.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sat. Oppenheim Jr. & Co. Koch.

Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Manager.

Hongkong, 26th May, 1906.

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).

RESERVE FUND FL. 5,000,000 (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasercoran, IJlajap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Telok-Senawa (Acheen),

Bandjernatin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for

the collection Bills of Exchange, issues

letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4% do.

Do. 3 do. 3 1/2 do.

L. ENGEL, Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street,

Hongkong, 1st June, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 13,700,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. HONOLULU. SHANGHAI.
NAGASAKI. NEWCHWANG.
LYONS. SAN FRANCISCO. MUKDEN.
ROMHAY. PORT ARTHUR.
TIENTSIEN. CHEFOO.
PEKING. DALNY.
KORE. TIELING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	SIMLA Capt. C. Goldsmith	5th Oct. 10 A.M.	Freight and Passage.
LONDON, direct	OCEANA Capt. W. Hayward, R.N.R.	6th October Noon	Freight and Passage.
YOKOHAMA VIA SHANGHAI, CHINGWANTAO, MOI & KOBE	PERA Capt. A. Valentine	About 14th October	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, MANILA COLOMBO, PORT SAID and MARSEILLES	A. W. Anderson, R.N.R.	About 29th October	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th October, 1906.

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

FOOTBALL BOOTS.

CHROME
AND
RUSSET

LEATHER
HOCKEY and CRICKET BOOTS, SHOOTING BOOTS.

LANE, CRAWFORD & CO.
Hongkong, 4th October, 1906.

CHAMPAGNES.
SHERRIES.
PORTS.
MARSALAS AND MADEIRAS.
CLARETS.
BURGUNDIES.
HOCKS AND MOSELLES.
BRANIES.
WHISKIES.
GINS.
LIQUEURS.
BITTERS.
ALES, BEERS AND STOUTS.

Telephone
No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 21st September, 1906.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF
MEMBERS will be held in the City
Hall, on SATURDAY, the 13th October, 1906,
at 12 o'clock Noon.

By Order,
T. E. HOUGH,
Clerk of the Course.
Hongkong, 1st October, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by
the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can
be made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforementioned Regulation.

The Commission earnestly invite the
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.

Hongkong, 29th day of September, 1906.
DENNYS & BOWLEY,
Solicitors,
Supreme Court House.

9/2

SCOTTISH MASONIC QUADRILLE
ASSOCIATION.

MASONS wishing to join the above are
requested to communicate with the
Undersigned (1st Dance on the 7th November).

J. J. BLAKE,
Secretary,
Headquarters Offices,
Hongkong.

Hongkong, 3rd October, 1906.

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

[709]

H

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 3,338 tons Captain W. A. Valentine.
"FATSHAN," 2,660 " R. D. Thomas.
"HANKOW," 3,073 " C. V. Lloyd.
"KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," 2,163 tons Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon. Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
"NANNING," 569 " C. Buchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel;

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 29th September, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports.
THE ROUND TRIP OCCUPIES ONLY 30 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE Steamers sail from HONGKONG to SAMSHU, SHUHING, TAKHING and WUCHOW.

They pass through the Canton delta, and steam up about 150 miles through the gorges and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS
WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1906.

[14]



N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDELL STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
22, John Street, Bedford Row, W.C. 59, Bentinck Street, 666, Nanking Road.

Hongkong, 27th November, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG:

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUBLOW	WEDNESDAY, 5th December.
PRINZ REGENT LUFTFOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, and January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship *GNEISENAU*, Captain Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards, Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA & GIBRALTAR	1st Class	2nd Class	3rd Class
Return	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
91. 0. 0.	63. 0. 0.	33. 0. 0.	
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

TO NEW YORK VIA SUEZ:	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	125. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles, instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	SAILING DATES.
SANDAKAN	TUESDAY, 16th October.
WILLEHAD	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship *SANDAKAN*, Captain [REDACTED], with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Steward, Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA	1st Class	2nd Class	3rd Class
\$50.00	\$30.00	\$20.00	\$10.00
Return	£18.10	£14.00	£12.00
£37.15	£27.15	£17.15	£10.00
TO BRISBANE	£30.00	£14.00	£12.00
TO SYDNEY	£33.00	£23.00	£16.00
TO MELBOURNE	£34.10	£24.10	£16.00
TO YOKOHAMA	£80.00	£60.00	£40.00
TO KOBE	£95.00	£70.00	£50.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$80.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLO

Intimation.



"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.
\$15 per case.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 28th September, 1906.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportionate.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.
On the 25th August, at the Real Basilica da Estrela, at Lisbon, Mademoiselle GERMAINE MARIE OUP, of Havre, to JOSE NOLASCO DA SILVA, of Imperial Maritime Customs, China.

The Hongkong Telegraph
HONGKONG, THURSDAY, OCTOBER 4, 1906.

NEW PERIL FOR HONGKONG.

As will be observed from a telegram which we publish to-day from our own correspondent in the North, cholera has broken out in Shanghai, and apparently it is in the nature of a virulent attack, for fifty Chinese residents have succumbed within the week to the disease. In view of the proximity of Shanghai to Hongkong it behoves the local authorities to adopt immediate measures to prevent an invasion of this Colony by the dreaded scourge. Every day vessels are arriving here from the Northern Settlement bringing large numbers of Chinese coolies who may possibly be infected with the disease, and no one desires to see Hongkong, which has passed through so many vicissitudes during the past year, suffering from an epidemic brought by nomadic natives from the North. It should be possible for the authorities to devise plans whereby cholera may be shut out and kept out of the port. It is true it is undesirable to interfere with the great traffic which exists between the kindred ports, but steps must be taken to guard the people of Hongkong against an influx of cholera-stricken patients from Shanghai. We all sympathise with the Northern Settlement in the new affliction which has befallen her, and we are quite certain that no stone will be left unturned to

stamp out the disease and bring the Municipality once more into a state of health. Meanwhile, however, it is the duty of the medical and sanitary authorities here to be up and doing so that we may be free from a fresh pest. Hongkong is only a little over two days' journey from Shanghai, and if there is the slightest delay in taking action we may be flooded with cholera germs which will take months to eradicate. There is therefore not a moment to be lost, and the Government will fail in its duty if it hesitates to act with the utmost promptitude.

HONGKONG-SHANGHAI MATCH.

Never was the glorious uncertainty of cricket more aptly illustrated than it was yesterday in the Hongkong-Shanghai match which opened at Shanghai. While local cricketers were not inclined to admit that the local team was the best that could be sent north they took heart from the apprehensions expressed by Shanghai's supporters regarding the strength of their own representatives. Everything seemed to point to the fact that Hongkong's chances to bring back the "ashes" were of the most rosy hue, and the first telegrams received in Hongkong yesterday seemed to confirm that view. Shanghai was sent to the wickets and made a poor exhibition until the tail end of the team appeared, when what can only be described as a magnificent exhibition of fighting against difficulties was provided. But, after all, a score of 130 runs was a paltry figure to be reached by a team representative of the cricket talent of the Northern Settlement. It was confidently expected that Hongkong would gain a substantial lead on the first innings and thereby increase its possibilities of success on the game. But within an hour of receiving the telegram that Shanghai had been sent out for 130 we received another telegram which was absolutely amazing. Hongkong, whose prospects were "bright and rosy," had trooped to the wickets and was out for 46 runs. It seems almost ridiculous; at least it must have been a melancholy procession of batsmen from end to end of the pavilion, when eight wickets were taken for 10 runs and one Shanghai bowler did the hat trick. Possibly, the visitors lost their nerve, but they hardly justified the hopes of their club-mates. The unfortunate part is that Shanghai will have played to-day with the confidence begotten of success, while Hongkong may lose heart and make a present of the game to their rivals. When the Hongkong Telegraph appeared last night with a full report of the scores people wondered, as well they might, whether they were the victims of a hoax,—the result seemed so preposterous; but they managed to regain that philosophical view which is characteristic of the Colony, and could only hope for the best. That best, we fear, is not likely to be very great, but if the Hongkong men in face of misfortune should manage to turn the tables on their opponents they could reckon on a reception from the sporting section of the community that would be tumultuous and memorable. Meanwhile we can only hope for a miracle. While regretting the Hongkong team's ill luck now, none will grudge the dashing representatives of the Northern Settlement the fruits of their capable play. Probably that is one of the best features of sport, for it causes the true sportsman to forget to be jealous in presence of a rival's success.

THE BANEFUL EFFECTS OF UNWHOLESMILE RICE.

Of the many diseases which afflict humanity in the Far East one of the most baffling is that known as beri-beri, which usually carries off large numbers of the native population. Persistent efforts have been made by the specialists in tropical medicine to discover the origin of the disease and to isolate the bacillus, but up to the present the subject is still matter for speculation, although certain results have been obtained which promise to lead to valuable conclusions. The bacillus has been found, it is stated, but what we are more especially concerned with is the cause of the disease. The medical fraternity may be permitted to conduct their investigation into the remedies which will decimate the bacillus, but it is for us to call the attention of the public to the probable origin of the disease. A long article on the subject appears in the latest issue of the *Journal of Tropical Medicine* which has just come to hand, and as it bears special reference to the East and to the ravages of the disease in the Southern Settlements where so many Chinese flock it is worthy of consideration. Some years ago it was argued that beri-beri as found in British Malaya was due to mouldy rice, and although there was a divergence of opinion on the subject the theory is held by many medical men at the present time. In Malaya the coolies are fed on Rangoon rice but we read: "Rangoon rice is more liable to be attacked by moulds and weevils than any other kind of imported rice; it is also more difficult to clean for cooking, as it soon becomes broken in the necessary process of kneading and washing, but it is cheap and is in common use." The conditions under which rice is shipped

from Rangoon are also calculated, it is said, to lead to its deterioration through damp. Dr. John D. Gimlette, who contributes the article in question, and was located for some time in Malaya, observes: "Many of the untrained Chinese were lodged in some newly-erected coolie lines, and it was thought at the time that they were being affected by reason of a somewhat extensive disturbance of the soil which was found necessary when erecting their building. As beri-beri has been thought by some to have an indefinite connection with disturbance of the soil in the tropics stress was laid on the fact; greater attention was paid to sanitation; old buildings were destroyed; the ventilation and hygiene of the camp generally improved, and overcrowding prevented as far as possible." The incidence of malarial cases decreased but on the other hand beri-beri increased, the type being noted for its exceptional virulence. It was not until the latter part of 1905 that the question of diet arose and the connection between mouldy rice and beri-beri examined. The Chinese did not attribute the disease to the consumption of unwholesome rice but to the conditions to which they were subjected in the mines. In December last Dr. Gimlette examined samples of the rice which was being prepared in the coolie lines at the Sakor district hospital and the result was sufficiently startling. He found that these samples were full of the live larvae of a small, light brown moth and that the grains of rice were clotted with excrementitious matter. "The worst sample was one taken at the coolie lines occupied by some Chinese miners under contract to a Hailani named Ali Juan. This contained, in addition, a few small beetles, as well as the well-known rice weevil, *Ciaphis oryzella*." Experiments were made with equal quantities of Rangoon and Siamese rice and it was found that under ordinary conditions the Siamese rice did not become mouldy so quickly as the Rangoon variety, but the main conclusion arrived at was that mould on rice is not destroyed by boiling, as it forms sooner on bad samples of rice than on the good samples. "It seems not unlikely," he adds, "that Chinese cooking pans, unless thoroughly cleaned daily, might become contaminated in this way, as well as tubs of water in which rice bowls and spoons are washed on the conclusion of a meal, by reason of rice falling into the tub and decomposing therein." At the same time Rangoon rice is not to be branded as specially unwholesome. The principal thing is to confine the diet to rice which has not become damp, and consequently mouldy through prolonged exposure to the air. Unfortunately, the writer does not offer a suggestion as to how this plan is to be effectively carried out in cases where large quantities of rice have to be kept in stock. The best method where Chinese coolies in mining camps are concerned would be to mill the local rice on the spot in such quantities as might be required from time to time, but of course that is a tame solution which in the majority of cases, it is to be feared, could not be carried out. At any rate, it would not seem to be practicable in Hongkong, so that if beri-beri is really due to rice which has not escaped contact with the air we still remain in the speculative stage. The problem of beri-beri which is found all over the East and has a special interest for Chinese residents still remains open, but it may be hoped that the investigations of scientists will, at no distant date, result in the discovery of the origin as well as the cure of this baneful affliction.

LOCAL AND GENERAL.

The band of the Royal West Kent Regiment will play at the Peak Club on Saturday, 13th October, instead of 1st October as previously notified. The performance begins at 9.45 p.m.

The Police Recreation Club will play their first cricket match for the season on Saturday next, at 3 p.m. The match will be a pick-up one and will be skippered by Inspector Langley and Mr. P. F. J. Wodehouse.

The announcement that Lord Amherst's splendid collection of books is for sale has aroused much interest. The library is a valuable one, worth probably over £200,000. Lord Amherst wishes to dispose of the collection by private bargain, and it is possible that it may be exhibited in London.

When thousands and thousands are being spent in various more or less—generally less—useful ways on barrack accommodation, surely something might be done for the barracks at Hongkong. The infantry barracks is an old concern with an indifferent character. And certainly a better situation could be got.—*L. & C. Express*.

A COOLIE named Leung Chak, who gave his address as No. 2, Second Street, and was not known there, got caught on the wharf as soon as he left the steamer *Hawke*, early this morning, for helping himself to about twenty catties of beans. The beans were being brought down from Canton in huge baskets for sale in the local markets. He was condemned by Inspector Wainock, at the Police Court this morning, before Mr. F. A. Hazelton, who on hearing the evidence of the prosecutor, sentenced Leung to three weeks' hard labour and six hours' stock.

THE *Hongkong Telegraph* publish the sensational statement that Dr. Otto Schmidt, of Cologne, has discovered the cancer germ, and is making apparently successful experiments with a remedy against the fell disease. The Berlin cancer experts are, however, sceptical, and say that Dr. Schmidt has yet to submit proof of the correctness of his statements.

MATRIMONIAL amenities in Burma sometimes assume rather an acute form. A married couple living in Yeraville, Hanthawaddy District, had a quarrel which ended in both being *doke* and having a fight. They inflicted such ghastly wounds on each other, principally on the head and neck, that both died from the effects of their injuries. *Quis separabit?*

We have received a copy of the new Anglo-Chinese Calendar published at the office of the *Hongkong Daily Press*. The manual covers a period of fifty years dating from the first year of the present cycle—1864—1913. It should prove of value to commercial houses and that it is considered useful is evidenced by the fact that previous compilations of the kind are out of print.

The sloop *Merlin*, which has been converted into a survey ship at Sheerness Dockyard at a cost of £10,000, was commissioned at Sheerness on 4th ult., by Captain J. E. Parry for surveying service in the China Station, where she is to replace the surveying vessel *Rambler*, which has been paid off and placed on the non-effective list at Hongkong as unfit for further service.

THE steamer *Chingchow* arrived from Shanghai in morning with two lighters in tow. Four lighters have thus arrived from the Northern port to replace those lost by the typhoon of 18th ult. The first two were brought down by the a.s. *Yuchow* the other day. There should soon be a death of lighters at Shanghai, when it may be expected that the local Dock Co. will be busy with orders to supply the deficiency.

THE opening social of the Union Church Literary Club will be held this evening in the Lecture Hall adjoining the Church, at 9 p.m., when the following programme will be submitted:—Enrolment of new members, music, exhibition of butterfly photos by Mr. Galt, exhibition of Hongkong, Ceylon and English butterflies by Col-Sergeant Bullock, R.W.R., who will deliver a short lecture on the subject, recital from Macaulay by Mr. A. O'D. Gourdin.

Mr. H. J. Gardner, of the office of Mr. O. D. Thomson, gave the Court a mild scare this morning when he announced that in a day or so he will have a case that will be some time interpreting. He said the complainant was an Arab and the defendant, only spoke Punjabi, which latter language the Indian Court interpreter did not speak. He appeared for the defendant and asked permission to engage his own interpreter. Mr. H. H. J. Gompertz said that that could not be done. If there were any interpreters to be engaged, the Court would see to that, and that remunerations for interpreter would be paid from the Magistracy funds and not by defendant.

IT is understood that the stocks of coal at Tanjong Pagar are greater than at any former time, and there is much difficulty in finding storage room for it. Why not put some of it under water? asks the *Singapore Free Press*. We note that, with the view of testing the truth of the theory that sea-water improves coal, the Admiralty, two years ago, sank six large square crates of steam coal in Port-mouth dockyard, and at the same time set apart a similar quantity of coal for comparison. The experiment has now been concluded, samples of both coals having been burnt in the presence of experts. The result demonstrates the fact that the value of coal is enhanced by soaking.

Two women—one the mistress of the house and the other the amah—had a dispute yesterday afternoon, about money matters, and elected to take to the street to settle the quarrel. The amah, as far as her tongue was concerned, did not give her mistress—notwithstanding she was a so a woman—a long start and would have overtaken her in any distance, judging from the way she informed the public of her mistress' life story, which she doctored with unprintable language. Pending the amah was distanced in a wordy war, the mistress resorted to brute force, and "floored" her jabbering opponent, silencing her tongue for a while. The crowd thus relieved of their amusement, many of them preferred to sit on the cubestone, the remainder lining up the footpath and cheering the amah. The combatants closed as soon as the amah regained her footing and soon, scratching, and hair-tugging were indulged in while some of the neat punches that were sent home at times would have made St. Clair look small. Sergeant Gord happened to be passing at this juncture and after separating the women led them to the police station. With scratched faces, plasters on their cheeks, wrist in bandages, and each carrying a bundle of torn clothing, they appeared before Mr. H. H. J. Gompertz at the Police Court this morning, and were fined \$3 each for street-fighting.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 4th at 12.55 p.m.—The barometer has fallen over N.E. Japan, owing to the typhoon which is passing to the Eastward of Japan. Pressure has increased rapidly over S. Japan, and is beginning to give way again over China. The high pressure area still lies to the N.W. of China, and probably a low pressure trough extends over the middle part of the China Sea and the Pacific towards the N.E. of Luzon.

Strong N. and N.E. winds and gales will continue in the Formosa Channel and the N.W. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh; fair.

2.—Formosa Channel, N.E. gales.

3.—South coast of China between Hongkong and Lamock, N.E. winds, strong.

4.—South coast of China between Hongkong and Hainan, same as No. 3.

ELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

INTERPORT CRICKET.

SHANGHAI'S SECOND INNINGS.

POSSIBLE CHANCE FOR HONGKONG TO DRAW.

[From Our Own Correspondent.]

Shanghai, 4th October, 2.27 p.m.

Again there was a large attendance of spectators at the interport cricket match to-day.

When wickets were drawn last night three of Shanghai's team were down for 80 runs.

Matters did not appear to be so favourable for the Shanghai men to-day as they were yesterday.

The highest score was made by Walker who raised his overnight score from 8 to 20, when he was caught by Turner from a ball nicely played b. Bird.

Lanning had 9 to his credit when stumps were drawn last night.

He had only added one more to that figure on resuming to-day, when he was clean bowled by Stanger-Leathes.

The remainder of the wickets seemed to have a taste of the luck which fell to the lot of Hongkong yesterday.

Dew was dismissed for 6; Weippert, yesterday's top scorer, had to retire with only 1 to his credit, and Guilloyle did little better, although he managed to compile 12.

Shanghai having compiled 121 left Hongkong to knock up 206 to win.

Dixon and Lucy did not show to any great advantage being out for 10 and 1 respectively.

Turner was similarly bowled by Lanning for 1, and then the tiffin adjournment was taken.

Smith and Hancock were not out, with 19 and 6 to their credit respectively.

Hancock was playing a forcing game which proved very effective.

HONGKONG BADLY BEATEN.

ALL OUT FOR 68 RUNS.

[From Our Own Correspondent.]

3 p.m.

After tiffin Hongkong again faced the Shanghai bowlers.

Hancock only remained a short time when he was caught by Moule.

Smith fell to a catch by Moule after adding one to his score and thereafter it was a procession.

The visitors were all out when the score totalled 66.

Lanning had five wickets for 34, Moule three for 18, and Dew one for 11.

Below are the scores for the two days:

SHANGHAI:
FIRST INNINGS.

T. Wallace, 1 b.w., b Bird 1
Ollerdissen, c and b Hancock 1
W. H. Moule, st. Bird 1
T. Walker, c Hancock, b Bird 1
V. H. Lanning, c and b Hancock 1
G. C. Dew, 1 b.w., b Bird 1
W. H. Stanton, 1 b.w., b Bird 1
G. H. C. Weippert, c Philipps, b Bird 1
Martin c and b Hancock 1
F. M. Guilloyle run out 1
A. F. Wheen, not out 1

Extras 5

Total 130

SECOND INNINGS.

H. Ollerdissen, c Mackay, b Bird 1
R. J. Martin, b Morell 1
R. H. Moule, 1 b.w., b Leathes 1
T. Walker, c Turber b Bird 1
L. H. Liming, b Stanger-Leathes 1
G. C. Dew, b Stanger-Leathes 1
W. H. C. Weippert, c Hancock, b Stanger-Leathes 1

Extras 1

Total 51

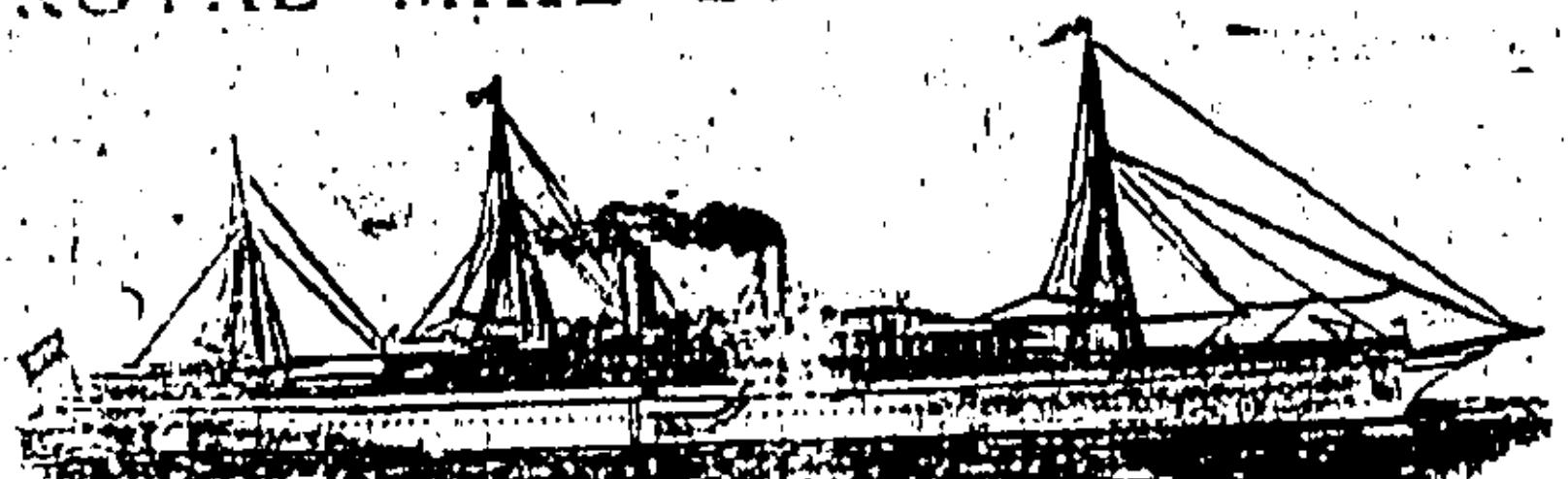
HONGKONG.

FIRST INNINGS.

H. W. Smith, c Stanton, b Lanning	0

<tbl_r cells="2

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER	WEDNESDAY, October 24, November 17
"TARTAR".....	4,425.....	.....	.....	.....
"EMPEROR OF CHINA".....	6,000.....	THURSDAY, October 25	.....	November 12
"EMPEROR OF INDIA".....	6,000.....	THURSDAY, November 22	.....	December 10
"ATHENIAN".....	3,882.....	WEDNESDAY, November 28	.....	December 22
"EMPEROR OF JAPAN".....	6,000.....	THURSDAY, December 20	.....	January 7
"MONTEAGLE".....	6,163.....	WEDNESDAY, December 26	.....	January 19

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. Quebec being 2½ days from YOKOHAMA, and 2½ days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence L.C. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Hongkong, 31st October, 1906.

Corner Flader Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	(On)
SAMARANG and SOUBARABAYA	HOPSONG	FRIDAY, 5th October, 3 P.M.
TIENTSIN via SWATOW & CHEFOO	CHEONGSHING	FRIDAY, 5th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SUISANG	SATURDAY, 6th October, 4 P.M.
MANILA	LUJONG-SANG	SATURDAY, 6th October, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,
General Managers.

Hongkong, 4th October, 1906.

6

CHINA NAVIGATION CO. LIMITED.

FOR

STEAMERS

TO SAIL

TSINGTAO, CHEFOO and NEWCHWANG

"KASHING" 5th October.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

"CHANGSHA" 6th

SHANGHAI, "YUCHOW" 6th

TIENTSIN, "KWEICHOW" 7th

TAIWANFOO, "CHANGCHOW" 7th

CHEFOO and NEWCHWANG, "KWEIYANG" 12th

SHANGHAI, "SHAOHSING" 13th

Taking Cargo on through 15th of October to all Yantze and Northern China Ports.

The Attention of Passengers is directed to the superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unveiled table, a duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th October, 1906.

9

HONGKONG—MANILA.

Highest Class, newest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 6th October, at Noon.
ZAFIRO	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th September, 1906.

17

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About 15th October.

"SOUTH AMERICA".....

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

18

Shipping—Steamers.

HAMBURG-AMERIKA LINIE
EAST ASIATIC SERVICE.

HOME-LINE

OUTWARD

DESTINATIONS

TO SAIL

SEGOVIA	YOKOHAMA AND KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE AND YOKOHAMA	12th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	26th October.
ANDALUSIA	SHANGHAI, KOBE AND YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA AND KOBE	22nd November.

HOMeward

SUEVIA	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th October.
SENEGAMBIA	HAVRE, ANTWERP and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
HABSBURG	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd November.
BRI-GAVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th November.
SITHONIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th November.
RHE. ANIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	14th December.
ANDALUSIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th December.
HOHENSTAUFEN	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th January.
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	25th January.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and Cabins amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE

DAPHNE..... NAGASAKI AND VLADIVOSTOK..... Beginning of October.

KOWLOON..... SHANGHAI AND CHINKIANG..... Freight and Passengers.

LYDIA..... SHANGHAI AND CHINKIANG..... To follow.

— Taking Cargo at through rates to Tsingtao and Chemulpo.

— Freight and Passage, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE.

SIEMSEN & CO. [654]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belson, will be despatched for the above Ports, on SATURDAY, the 6th instant, 1.3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED.

Agents.

Hongkong, 2nd October, 1906.

194

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA"

will be despatched for the above Ports, on or about the 10th of October, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO., LIMITED.

Agents.

Hongkong, 26th September, 1906.

1946

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship

"YEDDO,"

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARRERG & CO.,

Agents.

Hongkong, 3rd October, 1906.

1975

TO

Shipping.

Arrivals.

Paklat, Ger. a.s., 1,100, H. Démés, 3rd Oct.—Bangkok via Swatow 25th Sept., Rice—B. & S.
Joshin Maru, Jap. a.s., 702, H. Oita, 3rd Oct.—Tamsui 30th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—O. S. K.
Simla, Br. a.s., 5,884, C. D. Goldsmith, 4th Oct.—London 25th Aug., and Singapore 29th Sept., Mails and Gen.—P. & O. S. N. Co.
Latsang, Br. a.s., 3,460, P. M. B. Lake, 4th Oct.—Calcutta 19th Sept., Penang and Singapore 28th Sept., Gen.—J. M. & Co.
Quon, Ger. a.s., 1,145, H. Maden, 4th Oct.—Surahaya 23rd Sept., Sugar and Gen.—S. W. & Co.
Tamba Maru, Jap. a.s., 3,823, C. H. Butler, 4th Oct.—London 25th Aug., Gen.—N. Y. K.
Kobischang, Ger. a.s., 1,291, C. Rosiesky, 4th Oct.—Bangkok 19th Sept., and Hoichow and Oct., Gen.—H. B. & S.
Changchow, Br. a.s., 1,248, H. Walker, 3rd Oct.—Shanghai 20th Sept., Gen.—H. B. & S.
Kashin, Br. a.s., 1,143, T. W. Pickard, 4th Oct.—Canton 3rd Oct., Gen.—H. B. & S.
Riuju Maru, Jap. a.s., 7,079, G. S. Lapnik, 4th Oct.—from Singapore, Twist Planks &c.—N. Y. K.

Clearances at the Harbour Office.

Lydia, for Haiphong.

Kengtow, for Bangkok.

Hunai, for Hoichow.

Chiyuan, for Shanghai.

Sunzhong, for Ningpo.

Changchow, for Canton.

Lyra, for Keelung.

Dardaus, for Shanghai.

Merionethshire, for Shanghai.

Hainan, for Swatow.

Simla, for Shanghai.

Departures.

Oct. 4.

Frithjof, for Swatow.

Glenavon, for Shanghai.

Chiyou, for Shanghai.

Dardaus, for Shanghai.

Sungkang, for Ningpo.

Passenger arrived.

Per Asmik Maru, from Swatow—Mr. Elphinstone.

Per Latian, from Singapore—Mr. Wilson, and 1,253 Chinese.

Per Simla, for Hongkong from London—Mrs. Thompson and child, Mrs. Polley and infant, Mrs. A. Gibson and 3 children, Miss M. Thompson, Mr. and Mrs. Taylor and 3 children, Mrs. Bell, infant and young Messrs. J. Robertson, E. L. Hughes and S. O. Boyd. From Colombo—Mr. and Mrs. Wigton, and Dr. Eliza Miller. From Penang—Misses Lye Soi Chai and Lye Wah Choon. From Singapore—Messrs. E. R. Crundall, M. Peak, Mrs. Leung Woo, and Mrs. Chou Cheng. For Shanghai from London—Mr. J. C. Cole, Miss Watkins, Mrs. Griffiths and infant, and Mr. and Mrs. Agnew. Mrs. J. McArthur, Mr. J. P. Hay, and Miss Mayhew. From Singapore—Mr. B. H. Keikhoff. For Yokohama from London—Messrs. C. H. Buxbaum and C. H. Albin. From Marseilles—Mr. W. D. Dohen. Per Tamba Maru, from London, &c., for Hongkong—Mrs. Edwards and 2 children, Mrs. E. G. Robinson and 2 children, Dr. J. W. Hartley, Capt. H. W. Dixon, Messrs. R. A. Thompson, F. A. Stevenson, C. P. Lynebury, E. Mackenzie, and Rev. R. B. Cannan. For Kobe—Capt. T. Nakayawa. Prof. Dr. S. Imaiura, Mr. F. S. Gomes. For Yokohama—Sir Gordon B. and Lady Voules, Miss Voules, Rev. S. S. and Mrs. Walker, Messrs. W. H. R. Fredrickson, J. Butterworth, Lennox Staba, Leancy Ranck and A. MacDowell.

Passenger departed.

Per Bingo Maru, for London and Ports—Mrs. Schuck, Miss C. M. Hill, Mr. and Mrs. S. Sakurai, Mr. J. Shimidzu, Mrs. J. Leavenworth, Messrs. C. S. J. Leavenworth, G. Yukunn, T. Hashi, Master G. Box, Messrs. K. Hashimoto, H. Kitada, T. Kimura, G. Ogawa, H. Mimachi, Dr. Wilfred W. Pearce, Mr. C. A. Brown, Mr. A. Ellis, 2 infants and amah, Mrs. Weare, Mr. F. Allshorn, Rev. and Mrs. Peter Anderson, Miss Anderson, Mr. W. D. Bramwell, Mrs. C. J. Williams, infant and amah Mr. and Mrs. J. L. Schwartz, Mr. and Master Jireatram, Messrs. K. Iwashiba and O. Okajé.

Per Yawata Maru, for Japan—Messrs. R. H. and M. Spicer, Mr. and Mrs. MacDonald, Miss MacDonald, Mr. and Mrs. H. Gibbs, Miss Gibbs, Master Gibbs, Dr. J. Gibson, Mrs. C. G. Allen, T. C. Stafford, Mrs. T. Yegawa, A. G. Hearne, Miss Lida, Farring, Mr. K. Makita, Capt. and Mrs. John Howard, Messrs. H. Tsuruhashi, G. Makino, Hemmings, C. Collins and M. Anderson.

Shipping Reports.

Str. Latsang from Calcutta, etc.—Light and variable winds and fine weather.

Str. Quarta from Sourabaya—Fine weather until one day before reaching port, then strong Nly wind.

Str. Changchow from Shanghai—On 28th ult., anchored on Matu Island heavy N.E. gale, 30th left strong breeze, 31st following sea, 1st, 2nd and 3rd inst., moderate gale to strong breeze and overcast, 2 p.m., arrived with two lighters in tow from Shanghai.

Vessels in Port.

STRANIERI.

Benvenue, Br. a.s., 2,503, Krobie, 2nd Oct.—London and Antwerp 20th Aug., Gen.—G. L. & Co.

Bish Thuan, Fr. a.s., 98, G. Roulet, 3rd Oct.—Bangkok 21st Sept., Rice—A. K. & Co.

Bourbon, Fr. a.s., 900, La Ball, 28th Sept.—Saigon 21st Sept., Rice and Gen.—Man Pat.

Brigavia, Ger. a.s., 4,168, Hildesbrandt, 28th Sept.—Singapore 22nd Sept., Gen.—H. A. L.

Carl Diederichsen, Ger. a.s., 774, H. Schlaikier, 27th Sept.—Canton 26th Sept., Gen.—J. & Co.

Changha, Br. a.s., 1,463, T. Moore, 2nd Sept.—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Fremantle, Townsville, Cairns, Cooktown, and Thursday 14th, 20th, Zamboanga 27th, and Manila 1st Sept., Gen.—B. & S.

Changchow, Br. a.s., 1,220, Russell, 2nd Oct.—Singapore 25th Sept., Sugar—Chinase.

Changchow, Br. a.s., 1,256, S. J. Payne, 1st Oct.—Canton 30th Sept., Gen.—J. M. & Co.

Childer, Nor. a.s., 1,102, H. Nielsens, 1st Oct.—Bangkok 24th Sept., Gen.—N. Y. K.

Chunshang, Br. a.s., 1,417, R. Cox, 24th Sept.—Samarang 10th Sept., Sugar—J. M. & Co.

Dagmar, Ger. a.s., 921, H. Ebelhart, 14th Sept.—Bangkok 7th Sept., Rice and Gen.—B. & S.

Drifur, Nor. a.s., 1,102, J. Bing, 21st Sept.—Tegal, Java 13th Sept., Sugar—Agaard, Thoresen & Co.

Ellen Rickmers, Ger. a.s., 2,05, Mierschali, 30th Sept.—New York 3rd Aug., and Singapore 20th Sept., Gen.—A. K. & Co.

Ennus Luyken, Ger. a.s., 1,159, G. Cornand, 16th July—Mauritius 20th June, Sugar—Wing Sing & Co.

Empress of China, Jap. a.s., 3,039, R. Archibald, R.N.R., 23rd Oct.—Vancouver, B.C., 4th Sept., and Shanghai 20th Sept., Mails and Gen.—C. P. R. Co.

Germany, Ger. a.s., 1,74, H. Lorenzen, 27th Sept.—N. Y. K. 1st, 4. H. Lorenzen, 27th Sept.—N. Y. K.

Gregory Apcar, Br. a.s., 2,961, S. H. Belsen, 27th Sept.—Calcutta 13th Sept., via Penang and Singapore 22nd, Gen.—D. S. & Co.

Hainan, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Halvard, Nor. a.s., 1,102, C. Anderson, 10th Sept.—Samrang 1st Sept., Sugar—Agaard, Thoresen & Co.

Hanoi, Fr. a.s., 73, P. Merle, 1st Oct.—Haiphong 7th Sept., Gen.—D. S. & Co.

Haus, Nor. a.s., 448, E. Olsen, 3rd Oct.—Moj 26th Sept., Coal—Agaard, Thoresen & Co.

Hilary, Ger. a.s., 2,276, H. Uecker, 5th Sept.—Sourabaya 23rd Aug., Sugar—S. W. & Co.

Hong Bee, Br. a.s., 3,050, J. H. Hainsworth, 25th Sept.—Penang and Singapore 18th Sept., Gen.—Joon Teck Seng.

Hopang, Br. a.s., 1,159, J. M. Hay, 15th Sept.—Sourabaya 6th Sept., Gen.—J. M. & Co.

Horn, Ger. a.s., 1,256, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Tamsui 2nd, Gen.—D. S. & Co.

Houay, Ger. a.s., 1,143, T. W. Pickard, 4th Oct.—Canton 3rd Oct., Gen.—H. B. & S.

Houjin Maru, Jap. a.s., 7,079, G. S. Lapnik, 4th Oct.—from Singapore, Twist Planks &c.—N. Y. K.

Iwakawa, Br. a.s., 1,256, C. D. Goldsmith, 4th Oct.—London 25th Aug., and Singapore 29th Sept., Mails and Gen.—P. & O. S. N. Co.

Latsang, Br. a.s., 3,460, P. M. B. Lake, 4th Oct.—Calcutta 19th Sept., Penang and Singapore 28th Sept., Gen.—J. M. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Layun, Br. a.s., 6,66, A. J. Robson, 3rd Oct.—Foothow 25th Sept., Amoy 1st Oct., and Swatow 2nd, Gen.—D. S. & Co.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA AND SOUTH AFRICAN PORTS.)

T H K Steamship

"OCEANA,"

Captain W. Hayward, R.N.R., carrying His Majesty's mails, will be despatched from the Marseilles and London on SATURDAY, the 6th October, at noon, taking Passengers and Cargo to the above Ports.

Silk and Valuables, in Cargo for France and Tea and General Cargo for London will be conveyed direct to Marseilles and London.

Parcel will be received at this Office until 2 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent,

Hongkong, 28th September, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut 9,666 E. V. Roberts 24th Oct.
 Tremont 9,666 T. P. Garlick 20th Nov.
 Pleiadus 3,753 F. G. Purtington
 Lyra 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second-class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 4th October, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship About

"ERROLL" 9th October.

"SHIMOSA" 27th

For freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 1st October, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

G. DE CHAMPEAUX,

Agent.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

\$22.50

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00

16.00

40.50

20.00

13.75

20.00